CLASSIFICATION

CENTRAL INTELLIGENCE AGENCY

INFORMATION FROM
FOREIGN DOCUMENTS OR RADIO BROADCAS'S

REPORT CD NO.

50X1-HUM

COUNTRY

USSR

DATE OF

SUBJECT Railrosos

INFORMATION 1948

HOW PUBLISHED

Daily newspapers

DATE DIST. 70 Jun 1949

WHERE

PUBLISHED USSR

NO. OF PAGES

DATE

PUBLISHED

27 - 31 Jul 1948

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LANGUAGE Ruseian

SUPPLEMENT TO REPORT NO.

THE PROPERTY SCREENING INFORMATION SCREENING THE BATH-FILL SCREENING OF EXPONENCE ACT SO IT. S. C. 2) AND D. OF EXPOSE STREET THE BEARING OF EXPOSESSE ACT SO IT. S. C. 2) AND D. OF EXPOSESSE ACT SO IT. SERVICESSES OF THE TRANSPORT OF EXPOSESSES ACT SO IT. SERVICES STREET THE ACT SCREENING THE ACT STREET ACT STREET ACT. SERVICES STREET ACT STREET STREET ACT STRE

THIS IS UNEVALUATED INFORMATION

SOURCE Soviet newspapers as indicated.

RAILROAD OPERATIONS SPEEDED

SPEED TRAIN FORMATION AT CHERNOVISY -- Pravda Ukrainy, No 179, 30 Jul 48

Freight turnover in the Chernovtsy station is increasing day by day. Limitations, however, in yard trackage have created difficulties in handling the trains and have delayed the formation and reforming of trains. A new method is to accelerate train formation.

The originator of the new method, Dmitriy Kolpakov, builds up his trains without the switching hump and long sidings. He simultaneously directs the formation of two or three trains. This enables him to form 20 or more trains per shift instead of the stipulated 14. Kolpakov has succeeded in forming heavy 78-car trains, weighing 2,230 tons, in the extremely short time of 55 minutes. His innovation is now being successfully applied at many stations of the L'vow railroad line.

ELIMINATE UNICESSARY WATER STOPS -- Pravda Vostoka, No 148, 27 Jul 48

Engineers of Kagan Railroad Station are endeavoring to extend runs without making additional stops on route to take on water. Delays were inevitable when engineers would stop for water every 50 or 60 kilometers on the kagan - Kardshow and Engan - Kiedin sectors. Recently, engineers Val'kov, Makhalin, Golimbov, and Grigor'yev made a lif-kilometer run without stopping for water along the way. Several days later Golumbov operated a heavy trein 232 kilometers without making any stops for water.

NEW TRILISI - BATUMI PASSENGER TRAIN -- Zarya Vostoka, No 150, 29 Jul 48

An additional passenger train has been added to the one that travels between Tbilisi and Betumi. The new train makes the trip on odd days, and elso nums between ibilisi and Sadakhlo. This is the first time that there has been daily passenger train service between Tbilisi and Batumi.

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BRIDGES FINISHED EARLY -- Sovetskeya Latviya, No 180. 31 Jul 48

Road repair in the Republic and construction of new bridges across the Bol'shaya Yugla and Malaya Yugla rivers is being speede. Two bridges were completed ahead of schedule: one in the Ropazhi region across the Bol'shaya Yugla River, with a length of 15 meters, the second one in the Ikshkile region across the Malaya Yugla River, with a length of 39 meters. The bridges were built under the supervision of engineer Smola.

- END -